

# Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.  
OF SAN DIEGO, CALIFORNIA

SEPTEMBER 1981

FOUNDED IN 1959

## CONCOURS RESULTS



Our 1981 Concours d'Elegance was one of the most beautiful and successful that we have had so far. The weather was lovely, the cars were great and the turn-out was excellent both among spectators and participants.

Chairman Frank Owen and his group of efficient workers made everything look so easy and relaxed that it turned out to be a truly wonderful event.

Awards were made in the following categories:

<b>CLASS I</b>		<b>CLASS VI</b>		<b>CLASS X</b>	
1st: Elliott Wiener		1st: Gloria Woods		1st: Bill Strietenberger	
1937 SS100	89.33	1969 E Coupe	96.04	1971 XJ6	98.61
2nd: No award		2nd: Margie Simpson		2nd: Ian & Barbara Cottrell	
3rd: Terri & John Nance		1970 E Coupe	94.65	1972 XJ6	91.45
1934 SS1	73.48	3rd: Nick Berger		3rd: No award	
		1968 E Coupe	94.62		
<b>CLASS II</b>		<b>CLASS VII</b>		<b>CLASS XI</b>	
1st: Jack Butler		1st: Jerry McMillin		1st: Bill Lauteri	
1954 120 FHC	99.55	1973 V12E Rdstr	99.13	1976 XJ12	99.55
2nd: Joe Smith		2nd: Pam Hodge		2nd: Glen Simpson	
1952 120 Rdstr	96.82	1971 V12 E 2+2	97.08	1977 XJs	97.94
3rd: Bruce Carnachan		3rd: Bill Brady		3rd: Ken White	
1954 120	92.65	1972 V12E	96.73	1977 XJ12	95.82
<b>CLASS III</b>		<b>CLASS VIII</b>		<b>CLASS XII</b>	
1st: Dave Flood		1st: Glen Simpson		1st: Kent Stenberg	
1959 140 DHC	92.90	1960 Mark IX	97.46	1951 XK120 Rdstr	97.19
2nd: No award		2nd: Dave Flood		2nd: Fred Lake	
3rd: No award		1955 Mark IX	92.02	1952 XK120	97.07
<b>CLASS IV</b>		<b>CLASS IX</b>		<b>CLASS XIII</b>	
1st: Don Ernst		1st: Robert Baumhefner		1st: Mary Lou Owen	
1959 XK150 Rdstr	97.63	1960 Mark II	94.80	1974 XJ6	99.35
2nd: Randy Prine		2nd: Stewart Milne		2nd: Dave Martinez	
1959 XK150 Rdstr	95.68	1966 Mark II	83.78	1960 Mark IX	98.06
3rd: No award		3rd: No award		3rd: Marian Butler	
<b>CLASS V</b>				1964 E Rdstr	
1st: Frank Owen					98.05
1967 E Coupe	98.77				
2nd: Mark Swalls					
1963 E Coupe	98.05				
3rd: D.R. Peterson					
1962 E Rdstr	85.76				



# You're Invited!

to a  
POT LUCK SUPPER

The Date - Saturday, September 19th  
The Place - The Butler's -  
10750 Melva Rd., La Mesa  
The Time - 6 p.m.  
The Cost - \$7.00 per couple

RESERVATIONS MUST BE MADE BY 9-12-81 (because tables & chairs must be rented). This is a good time to try one of your favorite "continental" recipes or a favorite "back Home" specialty. Beer & wine will be provided. Bring your swimming suits if you want. There could be *another* volley ball

session, too! The telephone committee will contact you to remind you of this event. Call Marian Butler for more information, reservations, etc. 444-4076.

The October dinner meeting was scheduled for the Bali Hai. However, since our club is growing in members and we are having such good turnouts at our dinner meetings, we have had to make a change. The October meeting will be at the JOLLY ROGER, Clairemont Mesa Blvd. on Oct. 16th. Cocktails 7, dinner at 8. Top Sirloin - \$11.50 per person.

## Board Meeting

August 12, 1981

The meeting was called to order at 8:00 PM at Dick and Joann Fuller's home.

Members present were Pam Hodge, Lew and Lucia Skaug, Jack & Marion Butler, Margie Simpson, Bev Holle, Joe & Francis Tarantino, Jim & Norma Shiner, Bob Fitzgerald and Sheri Duffy.

### Old Business:

A. Membership- Frances is receiving one to two calls per day since the car show. We have 27 applications pending. Voted into membership was Stewart Milne.

B. Newsletter- Bev presented a chart showing her time schedule in putting the newsletter together. She must have all items for the newsletter by the 20th of the month.

C. Telephone comm- Everyone is doing a great job. Frances has given her list to two other members, as she has enough to call with the new members.

### D. Dinners-

Sept. 19th- Pot Luck at Jack & Marion Butler's. International theme

Oct. 16th- Jolly Roger, Clairemont Mesa Blvd.

November- Caesar's, Mission Valley

E. Cal Clubs Meet- Oct. 9, 10 & 11 in Solvang. Make your reservations now.

F. British Day- Sept. 27th at Del Picos Park in Ramona. (A real fun family event.)

G. Events- Oct.- Halloween Party. We need a member to volunteer their home.

Nov- Pine Hills Lodge Run (A favorite!)

### New Business:

A. Insurance- Glen is working on a policy for coverage for the entire year at the same cost as for just the Concours. He hopes to involve other British car clubs.

B. National Meet- Indianapolis is the proposed site. Could use the track to race cars. No one from our club indicated interest in going.

C. Western States Meet- It will be held at Tahoe in 1983.

D. J.C.N.A.- They have requested each club submit their Concours date by Dec. 31, 1981 for 1982. We will submit the first Sunday in August.

E. Next Business Meeting- Sept. 16th will be at Mary Lou Owen's. Call for directions.

Adjournment: 9:45 PM

Respectfully submitted,

Mary Lou Owen,  
Secretary

SAN DIEGO JAGUAR CLUB



President, Glenn Simpson  
7635 Jennite Drive  
San Diego, CA. 92119  
(714) 461-7635

Vice Pres., Pam Hodge  
(714) 460-7542

Secretary, Mary Lou Owen  
(714) 487-7698

Treasurer, Sheri Duffy  
(714) 442-7308

Concours Chm., Frank Owen  
(714) 487-7698

Editor, Beverley Holle  
677 Catalina Blvd.  
San Diego, CA. 92106  
(714) 224-7007

**New Jaguar CATALOG**  
PHONE 1981 over 80 illustrated pages.  
(For Orders Only) 800-57-4226  
(For Information) 1-714-264-4444 or 424-4299  
117 East Ninth Street, San Diego, Illinois 60117  
**Terry's Jaguar**

# Member Profile



by Barbara Cottrell

Kent and Linda Stenberg have been members of the Jaguar Club for about a year and a half, but Kent has had a long standing interest in Jaguars, the XK120 in particular.

Kent has always been interested in automobiles and remembers a Grade 2 project in which he designed, cut out and glued together a convertible sports car. Since then, automobiles have been both a vocation and an avocation.

Kent's preference has been for foreign cars, particularly those of British origin. As a mechanic he has worked on many kinds of cars including Volvos, and then many British cars, and now owns his own business with an emphasis on Jaguars.

Kent's first contact with competition racing was in 1952 in Wyoming, when he saw an SCCA sponsored hill climb which included eight MG's and an XK120. Although he couldn't afford a Jaguar at the time, he became an active participant in time speed events, hill climbs and ice racing in Colorado during the 1960's.

His interest in racing brought him to Riverside, and from 1960 to 1968 he made twelve trips to California from Colorado. In 1968 he moved to California for good, and in 1975 realized his dream of owning a Jaguar when he bought an XK120 with the intention of entering it in competition.

After reading about the Historic Auto Races at Laguna Seca, Kent decided that vintage auto racing would appeal to him. He participated in several races at Ontario and Orange County Speedways and in 1978 his application was accepted at Laguna Seca. Kent is a member of VARA, the Vintage Automobile Racing Association, which was formed in 1974 by a group of auto enthusiasts who were interested in recreating the spirit of fun and excitement that prevailed during the earlier years of racing. Besides Laguna Seca, which is held near Monterey each summer, races are held at Willow Springs and Riverside, although it is difficult to get track time at these two

# Thank You!

OUR SINCERE  
THANKS  
TO THE FOLLOWING  
FOR HELPING TO MAKE  
OUR 1981 CONCOURSE  
A SUCCESS:

**EARL TRITT and MARINA VILLAGE**  
for the beautiful site

**FRANK MANGIO of MANGIO COMMUNICATIONS**  
for the wonderful P.R.

**MONROE BUSINESS MACHINES**  
for the calculators used  
in tallying all of the scores

And all of the many, many others who  
donated time, energy and enthusiasm  
to making it a perfect day!

places. There are a large number of vintage racing enthusiasts in San Diego and Kent is involved with a group which is now forming a vintage and antique car club here, with the idea of holding events in San Diego Stadium.

Besides his business and racing interests, Kent also writes technical articles for our own newsletter and holds tech sessions for the club. This

year he entered his XK120 in the club Concours in the Competition class.

Linda actively supports Kent in all of his ventures including the racing. They frequently camp at the tracks, and this year, for the first time will be attending events that take place out of town and enjoying the comfort and luxury of their lovely new mobile home.

264-0164

SAN DIEGO

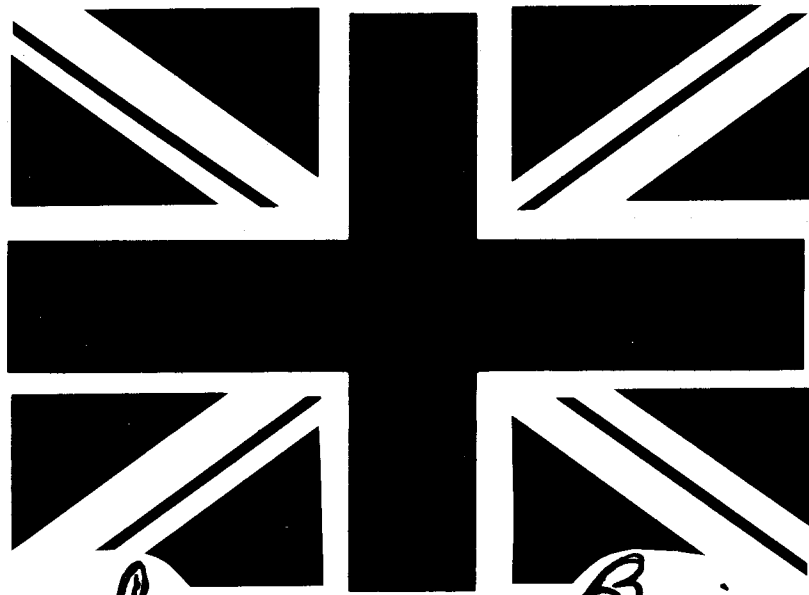
**AUTO BODY SPECIALTIES Inc.**

Harold "Hal" McSparran

4345 HOME AVENUE  
SAN DIEGO, CALIF. 92105

SHOP PRICES

# 2ND ANNUAL SAN DIEGO BRITISH CAR DAY



*Meet at May Co,  
east parking lot.  
LEAVE promptly  
at 9 A.M.!!!*

*Bring a picnic  
lunch and the kids.  
Games, competition  
and fun!!!*

**SUNDAY, SEPTEMBER 27TH**

**DOS PICOS PARK**

**50¢ PER CAR**

**FROM 10:00 A.M.**

# A Way with Wire Wheels...

**THERE'S MORE TO A WIRE WHEEL** Than just keeping the pesky devil shiny. In reality the wire wheel is a complex mechanical device in its own right. The following tract, stolen from The Cat Fancier who stole it from the Classic Jaguar Association Bulletin, should awaken a new respect for those circular albatrosses.

## PRINCIPLES OF THE CENTRE-LOCK WIRE WHEEL

By F. Wilson-McComb

It was, I think, a Transatlantic writer who described the MG TC as "a coffin riding on four harps", wire wheels of 19-in dia. being then a somewhat unusual sight in post-war America. Yet they are with us still, though they have shrunk a good deal in the past 20 years, and many enthusiasts deny the very name of sports car to any vehicle that lacks the flashing spokes and twinkling hub-caps of this curious anachronism. So the harp-specialist has also survived, though in dwindling numbers, and it is still possible to have wire wheels repaired. In Britain, at least. Possibly because of childhood experience with bicycles, the need to maintain correct spoke tension is fairly widely appreciated. What is equally widely misunderstood, however, is the all-important bit in the middle of the wheel.

Since the Rudge-Whitworth pattern of locking hub has been in use for more than half a century, this is a little odd. One possible explanation lies in the fact that it is apparently simple to the point of crudity, and therefore frequently abused through failure to appreciate its finer points. I confess that my understanding came only recently, after reading a very lucid description in The Autocar Handbook..of 1918!

Let us take a closer look at this assembly referring to the central portion of the wheel as the "wheel centre", which is fitted to the "hub" and fixed in place with a "locking cap". The first thing to be appreciated is that the wheel centre does not come into contact with the brake drum: there is, in fact, a clearance of about  $\frac{1}{8}$  in. when the wheel is fully home. It is the inner taper of the wheel centre which comes into contact with the back taper of the hub. Notice, too, the taper which is formed on the outer surface of the wheel centre. This engages with yet another tapered surface formed on the inside of the locking cap. When the wheel is fitted to the hub and the locking cap screwed on, it is therefore centralized and held between two pairs of tapers. The only other contact between hub and wheel centre is provided by the splines, which carry the driving and braking forces. The locking thread, on the hub and cap, is right-handed on the left (near) side of the car, and left-handed on the right (off) side.

One of the endearing mysteries of the wire wheel is that the spokes are not..indeed, can never be..in compression; the weight of the stationary car is suspended from those spokes which are uppermost in the wheel. When the wheel and locking cap are loosely fitted, therefore, the upper portion of the outer taper is pulled firmly into contact with that of the locking cap taper, and the lower portion of the locking cap thread is in contact with that of the hub. A slight clearance then exists between the tapers at the bottom, and also between the threads at the top. As the car moves forward, a different portion of the wheel rim takes the weight, and relative movement occurs between wheel centre, locking cap and hub. The effect of this is to tighten the locking cap, and the locking action continues until there is firm contact between the tapers all round, when it ceases. The clearances involved are, of course, minute, but the locking action is, nevertheless, completely positive and entirely automatic.

There are people who deny the very existence of this locking action, and presumably attribute the left and right-hand threads to sheer cussedness on the part of the manufacturer. They are, no doubt, the people who bash their locking caps with heavy hammers.

The earliest instructions that I have been able to trace advise leaving the locking cap finger-tight, and no more. A later recommendation is to hammer the locking cap tight, check for slackness after 20 miles, and tighten again if necessary.

"Hammer them tight" means the application of a lead, copper or hide mallet and a little common sense, with the wheel jacked up.. not a murderous attack with a blunt instrument when the wheel is off the jack. The tapers and splines must be kept scrupulously clean. As for checking the tightness occasionally, this is obviously a good idea. Most pre-war instruction manuals advise putting some oil in the groove of the locking cap; opinions differ as to the advisability of oiling the back taper on the hub, but in my experience this gets oily anyway if the splines are lubricated. And lubricated the splines must be, for if they rust, the wheel can become quite literally immovable, which is awfully embarrassing when a puncture occurs.

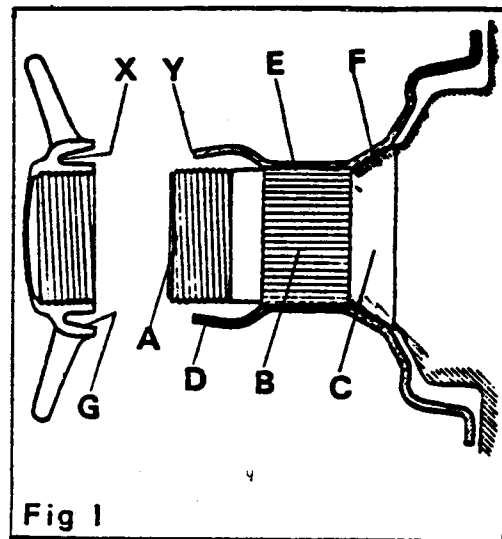


Fig 1

Fig 1: How the wheel centre is held in place on the hub: A - Locking thread on hub (left or right hand thread); B - Driving splines on hub; C - Back taper of hub; D - Outer taper on wheel centre; E - Driven splines of wheel centre; F - Inner taper of wheel centre; G - Taper in groove of locking cap.

The effect of over-tightening? We have seen that the wheel is held in place between two pairs of tapers, and does not touch the brake-drum. Excessive tightening of the locking cap will therefore force the wheel centre farther on to the back taper of the hub, expanding it and thus making it, eventually, a sloppy fit on the hub. The outer taper tends to be compressed, and the locking cap itself will actually expand to a small extent; this may cause the locking cap to contact the outer spokes or "bottom out" on the hub, in either case preventing proper tightening. An incidental calamity is that the inner spokes tend to be slackened and the outer ones over-tensioned, thus pulling the wheel rim out of shape as well. A sloppy wheel centre soon starts to "fret" on the hub. The splines wear rapidly, even the back taper begins to wear, and eventually the whole assembly..wheel, hub and locking cap.. is fit for the scrapyard. In advanced cases, the wheel may turn on the hub by half-a-spline, jamming behind the unworn portion of the splines and becoming completely impossible to remove.



# OCEAN BEACH BOAT & AUTO UPHOLSTERY

For 30 years we have attempted to satisfy all upholstery needs of the car enthusiast — from repairs & custom upholstery to complete concours restoration of original interiors.

4838 VOLTAIRE STREET  
SAN DIEGO, CA 92107  
(714) 223-9797

# HELP!

Because of my increased business workload I would like to share the joys of JAGUAR TRACKS newsletter production and fulfillment with other willing members of the club.

Since it is difficult to bring members together to participate collectively on the newsletter, I have broken the duties down into sections that might be appealing to those who would like to help. These are:

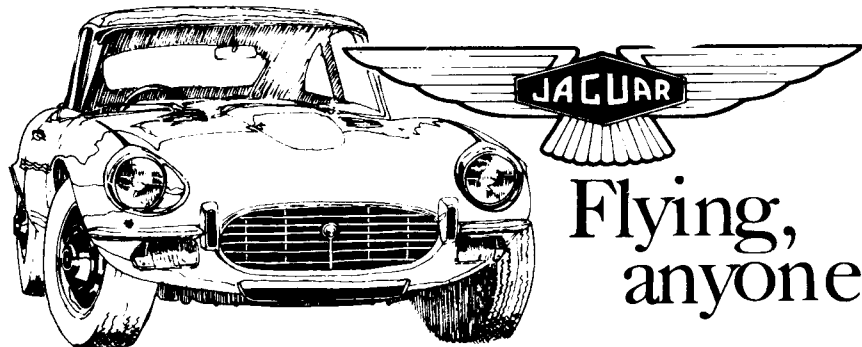
*Information gathering/editing-* not difficult, but needs someone with typing ability.

*Addressing and mailing-* The only requirement here is to be free to pick up newsletters from printer and get ready for mailing, then deliver to post office.

I will continue to do the design, layout and paste-up of the newsletter, but, if there is anyone interested in this part of it, I would be glad to have a willing assistant.

Interested parties please contact me as soon as possible. My business phone is 224-8711. (Leave a message.)

Bev Holle



*Contributed by Lew Skaug*

*In an article in the August 1981 edition of Road and Track is a description of a new use for Jaguar automobile engines. A company called Thunderwings in Scottsdale, Arizona, is making an 8/10 scale model of World War II fighter planes. The planes are powered with the Jaguar V12 engines. For aircraft use the engine is stripped of its automotive ac-*

*cessories and red-lined at 5200 for approximately 300 hp, and it is dry sumped to give the plane inverted flying capabilities. To date replicas have been built of the Spitfire and P40C planes. Sounds most interesting, but a great advantage is that they don't have to have any smog equipment on these engines!*

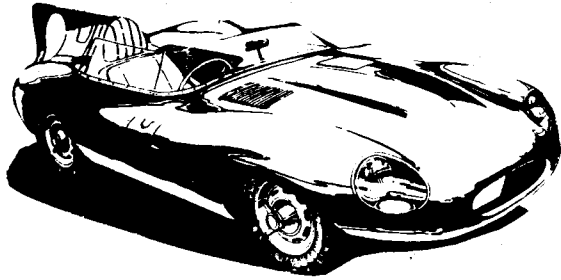
## still fixing JAGUARS and other nice things

dale SHOUPE—o'brien—jw—jay—jay jr—les—al  
joanna—hawes—hearth—willie—genaro—luis—doug



QUALITY  
AUTOMOTIVE  
3464 KURTZ STREET  
298-8351

# On Preserving Our Automotive Past



by Ray Tetzlaff

As Jaguar enthusiasts, most of us are also car enthusiasts. Every bit of automobiliz arouses great interest in most of us. Harrah's Car Collection located in Sparks, Nevada, has been Mecca for "car freaks", historians and collectors. Perhaps not as well known, their extensive library of automobile history has been available to writers and historians from all over the globe. Every car magazine, most automobile books and many magazine articles have featured beautiful photos of the many magnificent machines featured there.

The variety of automobiles, both domestic and foreign, are part of the 20th Century history. The collection, composed of approximately 1350 vehicles is probably the largest display in the world under one management. Now, Harrah's Car Collection is about to be sold to a syndicate headed by Perkins, Boyer and Caulfield. The plan is for Mr. Perkins and his group, mostly unidentified auto enthusiasts, to keep the collection in Sparks at the present location. They will add their own cars to it for tax write-offs. The syndicate plans to sell all but 150 of the cars. The rest will be sold at a rate of 120 cars a year.

The collection was part of the estate of William Harrah that was acquired by Holiday Inns. While the collection is self-supporting, that does not satisfy the corporation "bean counters", and their decree is to sell in order to avoid unhappiness among share-holders.

Governor Robert List of Nevada has formed an *ad hoc* committee that has urged him to appeal for more time through the state's congressional delegation. The time allowance has been granted, and the Governor has proposed a solution which would allow a tax credit for Holiday Inns. This will require

an act of Congress. The task is considered difficult, but not impossible. As members of an enthusiasts group it behooves us to do all we can to push for preservation of this bit of American history.

A few years ago Annie and I had the pleasure of a personally escorted tour through the collection by one of Mr. Harrah's assistants. We learned that the Harrah favorite of American automobiles was the Packard. Duesenbergs also rated very high. At the time, Mr. Harrah's ambition was to have at least one of every U.S. automobile in the collection, probably an impossible task considering the numerous makes, many of which were small production runs before disappearance from the scene. At that time there were no Jaguars in the collection and the man who escorted us had had a bad experience with a new XK120, so there was little likelihood of there being one added. I have heard since that the collection has acquired some interesting Jaguars. Mr. Harrah was at one time the Western distributor for Ferrari. He was reputed to drive very fast, 100 MPH range, on the high-

## MATLOCK'S

FOREIGN - AMERICAN  
SALES AND SERVICE

### LUCAS

- STARTERS
- AIR CONDITIONING
- ALTERNATORS
- ELECTRICAL

**284-2328**

3633 FAIRMOUNT AVENUE  
SAN DIEGO, CALIFORNIA 92108

way, as there were no speed limits in Nevada in those days.

Automobile museums present the only opportunity for many of us to view the various interesting examples of the craftsmanship of the past. Many of the auto bodies were hand crafted, one-off designs.

In our own area the Cunningham Auto Museum of Costa Mesa, California, deserves our support. The possibility of having this excellent museum added to San Diego's Balboa Park attractions exists and we should all work for it to happen. While the United States was not first in the development, and Henry Ford did not invent the automobile, there is a great deal in the development of the automobile, from the early part of the century to the present, of which we can be proud. Our museums need our support!

## CONWAY

### BRITISH IMPORTS

- 20% discount to club members on all parts,
- 12,000 mile or 12 month warranty on parts.

**3330 El Cajon Blvd. San Diego, CA 92104**  
**280-1770**

# Technical Tips

by Kent Stenberg

An insidious problem came to light recently that I think is worth mentioning.

Several years ago, a friend bought an XK140 FHC. We noted at the time that the rubber molding around the windshield and the rear window were deteriorating and should be replaced when the body and paint work were done.

What we didn't realize was that the

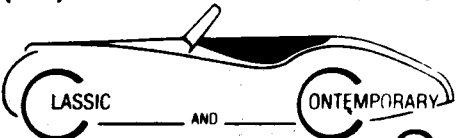
stiff rubber was allowing moisture to enter the lip over which the molding fit, which was formed by several layers of metal. So the real problem was that rust was forming unseen, and would eventually have to be cut out and replaced with new metal.

The lesson here is not to wait until the body work is done to replace

moldings when there is indication that they are in poor condition, but to do it right away, or as soon as detected.

In the 1950 Jaguars especially, another place to check for trapped moisture is the front parking lights on top of the fenders. Make sure that the lens gaskets are in good condition and the electrical wire entry through the body is sealed with a grommet.

(714) 477-3663      KENT STENBERG

 NIASE Certified  
Factory Trained

AUTO REPAIR

1018 Coolidge Avenue  
National City, CA 92050

20 YEARS EXPERIENCE ON FOREIGN  
AND CLASSIC CARS

NEED WIRE WHEELS? A dealer has bought out remaining stock from a major manufacturer and has them available to club members for \$300. each if bought in lots of ten or more. Contact Glen Simpson for more information.

Anyone interested in participating in an insurance plan that will cover concours, rallies, and other events get in touch with Glen Simpson for details.

677 Catalina Blvd.  
San Diego, CA. 92106



Randy + Marilyn Line  
2128 Fairfield Ave.  
San Diego, CA 92110